Figure 9

(h) Future Development Pads. Future development pads shall be designed to relate to the rest of the project's architecture and will provide pedestrian-scale exterior features.

(i) Design Consistency. Each phase of the development shall be designed to be consistent with, but not necessarily the same as, the balance of the project architecture, including materials, colors, and general style.

(j) Pedestrian Features. Provide pedestrian-scale external features, including such items as window and glass display cases, street furniture, and covered walkways, and avoid large blank walls.

(k) Outdoor Pedestrian Areas. The outdoor pedestrian areas shall include special paving treatments, landscaping and seating areas. (See Figures 1 and 4.)

(i) Outdoor and ground floor areas should be designed to encourage outdoor activities such as vendors, art displays, seating areas, outdoor cafes, abutting retail activities, and other features of interest to pedestrians.

(l) Site Entrances. Entrances to Town Center development shall be emphasized with landscape treatments to strongly indicate the pedestrian orientation of these areas.

(i) Architectural/urban design treatment of 166th shall encourage pedestrian circulation from the project to the Cleveland Street Retail area.

(m) Rooftop Mechanical Equipment. Rooftop mechanical equipment will be screened in a manner which enhances the overall architectural design, and rooftops will be of a color that reduces glare and other types of visual impact on the adjacent residentially developed hillsides.

(i) Rooftops should incorporate features which soften rectilinear forms and effectively screen mechanical equipment from view.

(2) Transportation Guidelines.

(a) Vehicular.

(i) ~~Roadway~~ Street Configurations.

(A) ~~Roadways~~ Streets that are above existing grade should be designed in a manner to reduce visual impact of pavement area such as using landscaping or berms.

(B) Encourage alignment of all ~~roadways~~ streets to minimize the removal of all existing significant, healthy trees.

(C) Streets should not be wider than four travel lanes with the appropriate number of lanes at intersections between the ~~design area~~district, and areas targeted for integration with the downtown.

(D) Vehicular circulation shall relate the various uses on the site to each other. ~~Roads~~ Streets shall be designed to enhance viability of the project components.

(E) Vehicle access to parking areas should be designed to minimize interaction of vehicles with pedestrians.

(ii) Parking – Surface.

(A) Where possible, locate parking behind buildings and away from areas of high public visibility. Landscape and screen surface parking areas visible to the public.

(B) Parking areas should include landscape areas and be designed to minimize long, straight, monotonous rows. The size and location of parking areas should be minimized and related to the group of buildings served.

(C) Parking areas should include a clear circulation network to guide pedestrians to the building entrances.

(D) Visual impact of surface parking areas should be minimized from the SR 520 corridor.

(E) Landscaping shall be provided to screen surface parking areas and provide transition between the project and surrounding areas particularly when viewed from SR 520, Leary Way and adjacent hillsides.

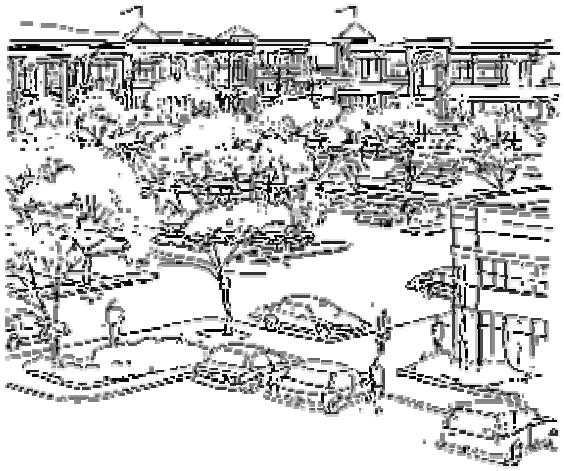

Figure 10

(F) Parking lots should be landscaped to screen parking and provide visual relief from large asphalt surfaces.

(G) Pedestrian access from parking areas should be safe and clearly defined.

(H) Landscaped medians should be provided where access and traffic allow.

(I) Conflict between pedestrians and automobiles should be minimized by designing streets to provide well-defined pedestrian walkways and crosswalks that reduce vehicle speeds.

(J) Open space and landscaping should be coordinated and linked wherever possible, particularly in relation to public areas and the pedestrian system.

(K) To minimize visual impacts where surface parking is utilized, project design should incorporate screening and landscape treatment of surface parking areas.

(L) Design and locate parking areas in a manner that will break up large areas of parking and encourage shared parking with existing downtown uses.

(M) Patrons of the retail center shall be allowed to use parking while patronizing other businesses in the Downtown ~~City Center~~. No rules, signage or penalties shall be enacted by Town Center to preclude this parking allowance.

(iii) Parking – Structured.

(A) Structured parking should be designed to avoid undifferentiated planes. The scale of parking structures should be modulated by interruptions of the facades, setbacks, and lowering the first level below the existing grade (where the water table allows) to reduce total height.

(B) Facades of parking structures should include a landscape treatment in addition to architectural screening from the SR 520 corridor.

(C) Parking structures shall have landscaping around the perimeter which will correspond to adjacent land uses and activities. Landscaping shall include, but not be limited to, a combination of shade trees, evergreen trees, shrubs, groundcovers, deciduous native and ornamental shrubs, and vines to further screen the structures.

(D) The top floor of parking structures should include landscape screening in areas such as along the cornice and on the deck, either by trees or a screening trellis treatment.

(E) Provide walkways in parking floors which have curbs or other barriers to protect from vehicular intrusion.

(F) For security, pedestrian routes should be visible and avoid enclosed, hidden areas. Emergency call boxes should be available.

(G) At least 50 percent of the parking provided for the entire site should occur in parking structures. The ratio of minimum structured parking shall be maintained for all phases of development of the ~~Mixed Use Retail~~ Town Center Mixed-Use ~~area~~ and the Parkway Office areas ~~Park~~.

(H) Parking structures should be enclosed with retail or office uses on the exterior or where this enclosure is not feasible, the visual impact should be softened with landscaping or screening.

(b) Pedestrian.

(i) Linkages.

(A) Link proposed development to walkways, trails, and bicycle systems in the surrounding area by connecting and lining up directly to existing linkages, closing gaps and treating crossings of barriers (such as the railroad, Bear Creek Parkway, and driveways) with special design treatment, minimizing barriers, designing with consistent materials, widths and locations, and providing safe, easy and clearly identifiable access to and along the linkages. Safe, convenient and attractive connections to Marymoor Park, the Sammamish River Trail, and the Bear Creek Trail system should be provided.

(B) The sidewalk system shall be emphasized with landscape treatments to provide readily perceived pedestrian pathways through and around the ~~Mixed Use Center Design Area.~~Town Center district.

(ii) Sidewalks.

(A) When extending an existing sidewalk, the new walkway should meet current standards and regulations where there is sufficient right-of-way, and should be constructed of a material and dimension which is compatible with and improves upon the existing character.

(B) Sidewalks should meet similar standards to those of the approved pedestrian linkage system.

(C) Paving of sidewalks and pedestrian crossings should be safe and constructed of a uniform material that is compatible with the character of the ~~design~~ district. The private use of sidewalk rights-of-way areas may be appropriate for seasonal cafe seating or special displays.

(D) Encourage alignment of new sidewalks to minimize the removal of all existing significant, healthy trees.

(iii) Arcades, Colonnades, Canopies.

(A) In areas of high pedestrian activity, devices for protection from weather are encouraged. Consistent treatment within a single area is also encouraged in order to provide a strong identity of space. (See Figures 1, 5, 7 and 9.)

(B) Buildings should be designed to provide for weather and wind protection at the ground level. Buildings fronting sidewalks should provide pedestrian weather protection by way of arcades, colonnades, or canopies a minimum of 48 inches in depth. The elements should be complementary to the building's design and design of contiguous weather protection elements on adjoining buildings. Materials and design should engender qualities of permanence and appeal.

(C) Awnings or sunshades should be harmonious to the design of the building to which attached, and should be in keeping with the character of the building. Materials should be durable, long lasting, and require low maintenance. Back-lit awnings are discouraged.

(iv) Enclosed Malls. The design of enclosed malls should allow pedestrians through access during hours of retail center operation while still maintaining security.

(v) Trails – Pedestrian. Special design treatment and appropriate safety features should be afforded the pedestrian trail crossings at public rights-of-way and at the BNSF right-of-way ~~Burlington Northern Railroad~~ tracks.

(vi) Trails – Bicycle. Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

(vii) Trails – Equestrian. Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails~~. Equestrian trails do not have to be constructed until off-site linkage is constructed to the proposed development.~~

(viii) Plazas/Pedestrian Malls. Plazas, pedestrian malls and other amenity open spaces shall be developed that promote outdoor activity and encourage pedestrian circulation between the ~~Mixed Use~~Town Center district and the balance of the ~~City Center area~~Downtown.

(3) Landscape Guidelines.

(a) Urban Landscape Treatment. Building entries, primary vehicular entries and building perimeters should be enhanced with landscaping which could include ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation.

(b) Site Furnishings. Benches, kiosks, signs, bollards, waste receptacles, street vending carts, water fountains, lighting standards, perch walls, sidewalks, pathways, trails and special water features should be designed to be compatible elements of like materials and design.

(c) Perimeter Landscaping. Landscaping on the perimeter of the site will create a transition between the project and the surrounding area.

(d) Landscaping on Streets. Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.

(e) Trees, Plants and Flowers. The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.

(4) Open Space Guidelines.

(a) Tree Retention and Open Space Landscaping. Preserve existing natural features, particularly healthy mature trees and stream courses.

(i) Preserve a minimum of 100 percent of all trees within the public access open space as identified in the Public Access Open Space Area Plan. This area includes the cluster of trees along the east side of Leary Way for the purpose of preserving the corridor's green gateway image, and the healthy trees along the Bear Creek and Sammamish River corridors. Trees that cannot be retained due to approved street and/or utility construction shall be replaced with native nursery stock of similar or like variety at a one to one ratio, with tree sizes in accordance with RCDG 20D.80.20-080, pursuant

to a landscape plan approved in conjunction with site plan review. Trees removed as a result of construction activities which are intended to be preserved shall be replaced per RCDG 20D.80.20-080. Replacement trees shall be located in the immediate vicinity as is practical.